PASSENGER
Transport

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IndyGo President and CEO Inez Evans, left, joins other dignitaries on opening day of Red Line BRT.

Crowds Welcome IndyGo's First BRT

MORE THAN 8,000 PASSENGERS rode IndyGo's Red Line BRT on its opening day, Sept. 1. Two days later, the agency hosted an event on the Indiana Statehouse lawn in Indianapolis to commemorate the introduction of this mode of public transit to the region.

Speakers highlighted the years of collaboration, advocacy, planning and public outreach that made the project possible, the value provided by IndyGo to the community and the future the Red Line will allow for the city of Indianapolis.

At the event, IndyGo President and Chief Executive Officer Inez Evans called the Red Line "a step in the future of transportation here in Indianapolis," adding, "The future requires more to invest in, support and for folks to ride transit. And we are committed to that here at IndyGo."

The 13-mile BRT line serves the densest corridor of both residents and employers within Marion County, IN. It travels through the heart of the city, within one-quarter mile of more than 50,000 residents and nearly 150,000 jobs or one in every four jobs in the entire county.

The Red Line operates with 60-foot, articulated, fully electric vehicles that can operate up to 275 miles on a single charge. Instead of external bike racks, these buses provide onboard bicycle storage, with platform-level boarding allowing cyclists to roll bikes on and off with ease.

Amenities at in-median Red Line stations include ticket-vending machines that accept cash, credit or debit; a digital marquee displaying real-time arrival information for the next bus; step-free access in accordance with ADA and flush, bus-height boarding platforms; security cameras and emergency phones; and wind screens and drip-free roof eaves for weather protection.

APTA AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

A Focused Perspective On Technology in the Mobility Evolution

THE 2019 APTATECH: TRANSPORTATION TECHNOLOGY CONFERENCE (formerly the Fare Collection/Revenue Management/TranslTech Conference), Sept. 15-18 in Columbus, OH, will examine ways in which the public can more easily navigate transit, including emerging technologies in fare payment and revenue management, autonomous vehicles, artificial intelligence, Internet of Things and customer information. In advance of the conference, *Passenger Transport* invited a cross-section of APTA members to share some of their latest innovations and analyses.

LA Metro Introduces Wearable Fare Technology

BY ROBIN O'HARA
Executive Officer for TAP Technical Systems
Los Angeles County Metropolitan Transportation Authority (LA Metro)

ONE OF OUR ONGOING MISSIONS AT LA Metro is to always strive to improve the customer experience—whether it's wayfinding, keeping our buses and trains clean or something as simple as paying fares.

Toward that end, Metro recently launched a pilot program of an innovative way for riders to pay their fares: wearable wristbands and key fobs that serve as TAP cards. This advanced technology enables customers to "wear their fare" instead of digging into their pockets or purses to access their TAP cards.

The wristbands and key fobs have an embedded near-field communication (NFC) chip, the same technology used on plastic TAP cards. Just like the cards, these new wearables can be loaded with passes or stored value from Metro and 24 other regional municipal partners in Los Angeles County. Loading fare is easy—it can be done at more than 450 TAP retail vendor locations, Metro Customer Centers, by phone or online.

Customers can register their wearables on the TAP website, just as they do with their TAP cards. Additionally, if they are lost or stolen, the monetary balance can be replaced. Metro is charging $10 for the devices, which we think customers will find worth the cost in convenience.

The first phase of the pilot launched Aug. 5 with the popular TAP Flex, an adjustable wristband that comes in two colors. On Aug. 21 we introduced the TAP Stretch, which has a splashy watercolor print reminiscent of our TAP card color scheme and comes in two sizes for a more customized fit. Metro is preparing for this month's debut of TAP key fobs, designed to look like a mini-TAP card with a sturdy, clear acrylic finish.

WEARABLE FARE TECHNOLOGY
CONTINUED ON PAGE 5

COMMENTARY

BY ERIC KALED
President
Genfare

Public Transit Is Driving Toward Frictionless Travel

THE PUBLIC TRANSIT INDUSTRY IS EVOLVING with its riders' demands. Today's riders want convenience, simplicity and information. New technologies are available, and we are seeing our industry embrace them. Riders are looking for a seamless experience and, by working together, we can exceed their expectations.

I'd like to discuss three ways we can do this and get closer to what Genfare associates like to call frictionless travel—introducing real-time navigation, allowing riders to pay with whatever is in their pocket and providing on-demand data analytics for our agency partners.

The first key to frictionless travel is lowering the barrier and intimidation regarding public transportation. Riders need to know when and where public transit is available. If they don't know when a bus is coming, they're less likely to use it. If they're unsure how to get from Point A to Point B, we need to map it out for them—ideally at the touch of their fingers.

Real-time navigation, presented in a mobile application, provides these answers. Riders can input their start and end point locations and the app will not only tell them where to get on a bus, but which stop to take, which route to transfer to and how many blocks to walk, bike or scoot to the finish line. It'll also tell them the quickest, cheapest and most efficient routes to get there.

Recently I arrived at the Toronto airport armed with this knowledge. There you'll find that taking a train and then transferring to a bus or subway is far easier, more than 50 percent faster and less expensive than taking an on-demand vehicle. We just need to know how and where to go when getting off the plane.

The next obstacle to overcome is accepting whatever is in a rider's pocket as fare payment. Do I need a special card to ride? Will the vehicle accept cash?

We need to simplify payment acceptance. Riders want to pay at a single point-of-sale device and pay using whatever they have—whether that's coin or cash, smartcard, debit card, prepaid card, voucher or mobile ticket. We need to encourage, not discourage, riders to pay with what they use for normal transactions. According to the Federal Reserve Bank of San Francisco's 2018 Findings from the Diary of Consumer Payment Choice, currently 30 percent of consumers pay in cash and coin and 48 percent prefer credit and debit cards. And while mobile applications provide "sizzle," apps represent less than 5 percent of transactions.

The point is, we need to balance things. We have to make acceptance of payment simple and inclusive, from coins to credit cards to mobile apps. Public transit needs a single, robust payment system that accepts many methods. Agencies need to embrace the dilemma of accepting whatever is in a rider's pocket for every public transit vehicle.

One of the larger drivers toward frictionless travel that helps public transit agencies is the on-demand analytics these technologies provide. Our latest Genfare Link solution, for example, focuses on enabling on-demand fare change and data synthesis tracking. This fare collection system tracks all forms of payment and is now integrated with multiple information systems to help agencies link our cloud-based fare collection system with passenger counts, scheduling and planning without the agency having to manually extract and load it. It's about not only product development, but also partnering with other technology leaders to help agencies and their riders.

Public transit needs a single, robust payment system that accepts many methods. Agencies need to embrace the dilemma of accepting whatever is in a rider's pocket for every public transit vehicle.

Using these new technologies enables public transit agencies to improve operational efficiency. It makes them a more attractive opportunity for a future generation of work talent. It enables agencies to develop harmonious partnerships with multiple tech companies who are not only creating new cloud-based, on-demand analytics but also working to lower the technical walls between systems to drive better solutions. We are closer than ever to creating something simple and robust. We are rolling out new upgrades that are more cost-effective, faster to implement and less painful to transition—all to drive public transit toward frictionless travel.

When it comes to investing in public transportation, everyone wins. It builds essential infrastructure to attract, sustain and build ridership. It changes rider habits and makes public transit a top choice. For the agency, it declutters statistical analysis through the use of cutting-edge technology and brings fruitful partnerships with tech integrators.

At Genfare, we are diligently working with our agency partners to simplify and positively impact the public transit rider experience. We strive to continually improve to drive growth in public transportation use, improve transit agency operational efficiency and better each rider's commute. By delivering experiences that riders value, we keep public transit not only vibrant and welcoming, but sustainable for the future.

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SEPTA General Manager Jeffrey D. Knueppel, second from left, and Board Chairman Pasquale T. Deon Sr., fourth from right, join local and state officials at an event marking the modernization of SEPTA's Secane Station.

SEPTA Marks Rail Hub Modernization

THE SOUTHEASTERN PENNSYLVANIA Transportation Authority (SEPTA) in Philadelphia hosted an event Sept. 5 to celebrate the recently completed modernization of Secane Station, a major travel hub on the Media/Elwyn Regional Rail Line.

The renewal project was made possible thanks to Pennsylvania Act 89 of 2013, which has provided a dedicated and comprehensive source for funding transportation infrastructure improvement projects throughout the commonwealth.

"In less than five years, SEPTA has turned around the trajectory of the Media/Elwyn Line," said SEPTA General Manager Jeffrey D. Knueppel. "The Secane Station renewal is indicative of the types of improvements we can deliver for our customers with a dedicated funding source such as Act 89."

The Media/Elwyn Line provides a critical link between communities in Delaware County and the region's two largest employment hubs, in Center City Philadelphia and the University City neighborhood. According to SEPTA, before the passage of the act, shutting down the line was considered because the agency could not afford long-needed repair and replacement work to its infrastructure, key portions of which date back to the late 1800s.

In addition to bringing the station into full compliance with ADA requirements, the modernization included a new station building with canopy; new high-level platforms that improve accessibility and reduce station dwell times; a pedestrian tunnel; expansion of the parking facility; improved pedestrian access to the station; and new stormwater facilities.

The station project was part of SEPTA's overall "Rebuilding the System" program, which addresses long-needed upgrades to infrastructure and fleets throughout the agency's transit and regional rail systems.

Also, on Sept. 9, SEPTA joined local officials and community members to mark the completion of the Woodland Avenue Bridge Replacement Project, which carries two trolley routes and crosses the Media/Elwyn Regional Rail Line. The agency partnered with the city of Philadelphia to manage design and construction of a full replacement of the bridge, which was originally built in the 1920s and had severely deteriorated due to age, weather and traffic. The project also received funding through Act 89 of 2013.

New CEO Named

Martin, BJCTA

Frank T. Martin

THE BIRMINGHAM-JEFFERSON COUNTY (AL) TRANSIT Authority (BJCTA) has named Frank T. Martin, interim executive director since December 2018, to the position on a permanent basis. Martin, a member of the APTA Hall of Fame who serves on numerous APTA committees, has more than 45 years of public transit experience including a previous four-year stint at the BJCTA; he served as its executive director in the early 1980s.

Martin has been a senior vice president for Atkins North America and worked for the Santa Clara Valley Transportation Authority, Miami-Dade Department of Transportation and Public Works and the New Orleans Regional Transit Authority. He also was the founder of the APTA International Rail Rodeo.

SacRT Launches Newly Redesigned Bus Network

THE SACRAMENTO REGIONAL Transit District (SacRT) rolled out a completely new bus network Sept. 8, operating seven days a week with more frequent service and additional late night and weekend operation.

"We started from a blank slate and took a closer look at where people live, work and play in the Sacramento region to develop a new bus network that will improve mobility and move the region forward," said SacRT General Manager/Chief Executive Officer Henry Li.

The agency has made adjustments—some minor, some substantial—to almost every bus route. The new network includes 27 regular fixed routes and 15 peak-hour-only routes; all routes operate every day with a frequency of at least 45 minutes.

Another element of the redesign is the introduction of new system maps and the first redesign of SacRT's bus stop signs in 30 years. The new sign is double-sided and features the destination name.

SacRT began the redesign process almost three years ago with the support of the Sacramento Area Council of Governments (SACOG). "An efficient transit network that helps connect more of the region's residents to work, education and opportunity is key to sustainable, prosperous growth," said SACOG Executive Director James Corless. "We are thrilled that SacRT is increasing frequency and service to where people are and where they want to go."

SacRT General Manager/CEO Henry Li welcomes the public to the launch of the agency's completely reworked bus network.

First Track Laid for Maryland's Purple Line

AT A SEPT. 5 EVENT IN LANHAM, MD, attended by Maryland Gov. Larry Hogan, the Maryland DOT, Maryland Transit Administration (MDOT MTA) installed the first section of track for the $5.6 billion Purple Line, the largest P3 public transit project in North America.

The Purple Line is a 16-mile light rail system in the suburbs of Washington, DC, that will run from New Carrollton in Prince George's County to Bethesda in Montgomery County. It will run east to west inside the Capital Beltway, with 21 stations connecting to three Washington Metropolitan Area Transit Authority Metrorail lines; MTA's three MARC commuter rail lines; and Amtrak at New Carrollton. Hogan broke ground for the project almost two years ago at Glenridge, MD.

Also in attendance were MDOT Secretary Pete K. Rahn, MTA Administrator Kevin Quinn and Peter van der Waart, chairman of the board and chief executive officer of Purple Line Transit Partners.

Maryland Gov. Larry Hogan greets workers installing the first section of track for the Purple Line.

FTA to Host Bus Maintenance Session

FTA IS HOSTING A ONE-DAY "Bus Maintenance and Bus Testing Program Peer-to-Peer Exchange" Oct. 10 at U.S. DOT in Washington, DC.

Goals of the program are:

- Share best practices in frontline maintenance worker training;
- Share model bus maintenance programs from both the original equipment manufacturers (OEM) and transit agency perspectives, especially related to new alternative fuel vehicles; and
- Educate transit agencies about the bus testing program.

Topics will include "Rapidly Evolving Transit Bus Technician Training Needs: An Agency Perspective," "FTA Senior Leadership Perspectives on the Importance of Training," "A Continuum of Transit Bus Maintenance Training Programs and Models," "Effective and Efficient Bus Maintenance Training: The Role of the Transit Bus OEM," "Lowering Maintenance Costs with Bus Testing" and "Creative Procurements to Improve Transit Costs and Effectiveness."

Register by Sept. 30 at https://bit.ly/2kfmh12.

Dallas Mayor Eric Johnson Discusses New Mobility at APTA

Photo by Mitchell Wood

Dallas Mayor Eric Johnson, at right with APTA President and CEO Paul P. Skoutelas, visited APTA offices Sept. 6, where he discussed such issues as FAST Act reauthorization, public transit serving as the backbone of the tech-driven new mobility concept and APTA's plans to partner more closely with cities as public transportation continues to evolve. Johnson is also vice chair for public transit for the U.S. Conference of Mayors.

TRANSform Tours: Go Behind the Scenes!

WHILE ATTENDING APTA'S 2019 TRANSform: a *reimagined* Annual Meeting, Oct. 13-16 in New York City, don't miss this unique opportunity to take an insider's look at hosts New York City DOT and the New York Metropolitan Transportation Authority (MTA)—one of the world's largest public transit systems—with one of 11 technical tours.

Conference host agencies will open the doors to their facilities and operations centers and showcase their latest technologies and strategies, including numerous interactive and hands-on experiences and opportunities for Q&A.

Space is limited, so register now. Visit www.apta.com/conferences-events/transform/technical-tours for a full description of each tour and registration information. A map at the bottom of the page shows the location of each tour in relation to the conference hotel, the New York Marriott Marquis.

- Grand Central Terminal Tour – Historic Icon and Architectural Marvel.
- Downtown and One World Trade Center Transportation Hubs – The Role of Art in Revitalizing Lower Manhattan.
- History Making: Art in the Second Avenue Subway.
- Train Simulator Lab (Simlab) – Interactive and Engaging!
- Rail Control Center – Visit the Nerve Center of NYC's Transit System!
- OMNY (One Metro New York): Introduction to the MTA's New Fare Payment System.
- Digital Screen Innovation (Outfront Lab).
- Hudson Yards and More!
- Staten Island Ferry (Ride/Tour).
- The Roosevelt Island Tramway.
- Climate Resiliency in New York City (Session and Mobile Walking Tour).

APTA's TRANSform is less than a month away! For more information and to register, visit www.apta.com/conferences-events/transform.

A technical tour during APTA's TRANSform Conference will include a trip on the Roosevelt Island Tramway, an aerial tram across the East River, which connects Manhattan and Roosevelt Island.

APTA's Hanson Named Vice Chair Of TSA Committee

TSA HAS ANNOUNCED that Thomas Farmer, assistant vice president for security with the Association of American Railroads, will serve as chairperson of its Surface Transportation Security Advisory Committee (STSAC) and Polly Hanson, APTA director of security, risk and emergency management, as vice chairperson.

TSA Acting Deputy Administrator Patricia F.S. Cogswell cited Farmer and Hanson for their expertise and experience as leaders from the surface transportation community.

"Polly's extensive experience in the security field will be an asset to TSA. We are proud to have an APTA employee in such a prestigious leadership position," said APTA President and CEO Paul P. Skoutelas.

The STSAC advises the TSA administrator on surface transportation security matters including the development, refinement and implementation of policies, programs, initiatives, rulemakings and security directives pertaining to surface transportation security.

The committee anticipates meeting at least twice a year, with one of these meetings being open to the public. The next meeting is being planned for October of this year. For more information, visit www.tsa.gov/for-industry/surface-transportation-security.

Visit APTA's Technology Portal

THE APTA RESEARCH & Technology Committee recently launched a "Technology Portal" where all APTA members can share and access information around public transit technologies.

This new portal, which is open to all members, is part of APTAconnect, APTA's collaboration forum designed to bring members closer together and facilitate a collaboration and discussions forum.

The committee encourages any APTA member to upload materials that address key technologies being adopted in public transit in any mode and topic as follows:

- Transit Applications;
- Transit Benefits;
- Transit Information;
- Transit Technologies;
- Transit Solutions;
- Transit Standards; and
- Transit Safety/Security.

The goal of the portal is to help other APTA members better understand and navigate the many technology-driven changes, solutions and standards facing the public transportation industry.

Access the APTA Technology Portal, instructions to upload documents and a list of libraries under "My Communities" in APTAconnect.

WEARABLE FARE TECHNOLOGY CONTINUED FROM PAGE 1

We're launching this pilot on the heels of a successful 2017 test in which customers with disabilities—especially those with more limited movement—were given TAP wristbands to open ADA gates instead of them having to find their TAP cards.

If the wearables pilot program proves successful, TAP plans to introduce additional reduced-fare wearables for older riders, students and customers with disabilities. One challenge is that some of the deeper discounts we offer require TAP cards with photographs—something we cannot replicate on wearables. To get around this, TAP is working with Metro's Reduced Fare Office on reasonable accommodations so that customers can also purchase the wearables at a discount, with the caveat that another type of photo ID would be provided upon request by a transit enforcement officer.

Our TAP program has been busy in recent years pioneering modern ways for customers to use TAP—and we've been receiving positive reviews from the public, media and industry organizations as a result. A good example of our work is tailoring TAP to better accommodate a reality for many transit riders in LA County: transferring from Metro to the 24 other local bus agencies that use TAP. We solved the program by configuring TAP to offer an automatic transfer on second boarding feature that allows customers to get the *best* fare across the 25 agencies.

TAP also added a groundbreaking and account-based layer onto our existing system that allows the use of TAP cards for connections to other mobility programs such as the Metro Bike Share system. The alternative would have been purchasing a different fare system at a cost of millions of dollars.

Technology enables customers to "wear their fare" instead of digging into their pockets or purses to access their TAP cards.

Even better, we now have an account-based system that in the future could allow customers to use TAP to pay for anything from electric scooter rides to Metro's upcoming on-demand Microtransit system.

We also want to announce two other upcoming fare improvements. In the fall, TAP cards will be available for purchase alongside other gift cards in hundreds of retail stores in LA County, including major grocery chains, pharmacies and more. Metro is also upgrading its fare collection system to prepare for beta testing early next year of a new TAP mobile app that will allow riders to pay fares with a tap of their smartphones.

We think the future of TAP is very bright. We've evolved from a plastic TAP card to a system that will allow the TAP card to take a variety of forms—from wristbands to key fobs to smartphones. Getting to this point has been an arduous process for sure. But we think our customers will notice and appreciate these improvements which will make riding even easier.

Metro operates TAP on behalf of the region and runs all associated fare collection in LA County.

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Update from the APTA Connected and Automated Vehicle Committee

BY RANDY CLARKE
President & CEO
Capital Metropolitan Transportation Authority
Austin, TX
Chair, APTA Connected and Automated Vehicle Committee

Randy Clarke

SINCE THE APTA CONNECTED AND Automated Vehicle (CAV) Committee was formed in March, its members have worked on establishing where our focus should be. Connected and automated vehicle technology has the potential to be transformative, not just for the public transit industry or even transportation in general, but for how cities are designed and how they evolve.

It's a giant project to say the least and we have a long way to go to ensure these technologies can safely and efficiently add value to our public transit systems.

The first concrete item on our collective agenda was to prepare a response to the National Highway Traffic Safety Administration's (NHTSA) advance notice of proposed rulemaking for automated driving systems. The notice was designed to solicit feedback from the industry on a variety of approaches to ensuring the safety of vehicles without manual controls.

Precisely because the potential for CAV technology is so huge and our committee so new, we requested that APTA recommend an extension for the comments, which the NHTSA has granted.

In our first few meetings, we've decided that the committee's focus going forward will be on the legislative and regulatory processes as they relate to CAV technology. We've also determined that we can best use our energy on bus rather than rail as a mode. That's because the goal for any transportation entity right now, in this early phase of development for automated vehicle technology, should be to future-proof our decisions as much as possible. Additionally, APTA's Research and Technology Committee already has a subcommittee focused on advanced signaling systems for rail, which covers similar territory.

Committee members did decide to expand our areas of consideration to include paratransit, smart facilities and advanced BRT operating in dedicated guideways.

CAV technology paired with different applications of bus operations would enhance the potential for a more comprehensive and responsive system. When it comes to future facilities, CAV will necessitate the technology to accommodate connected vehicles for everything from busyard depot operations to stations and shelters and mobility hubs. It will be a requirement rather than merely something that's nice to have.

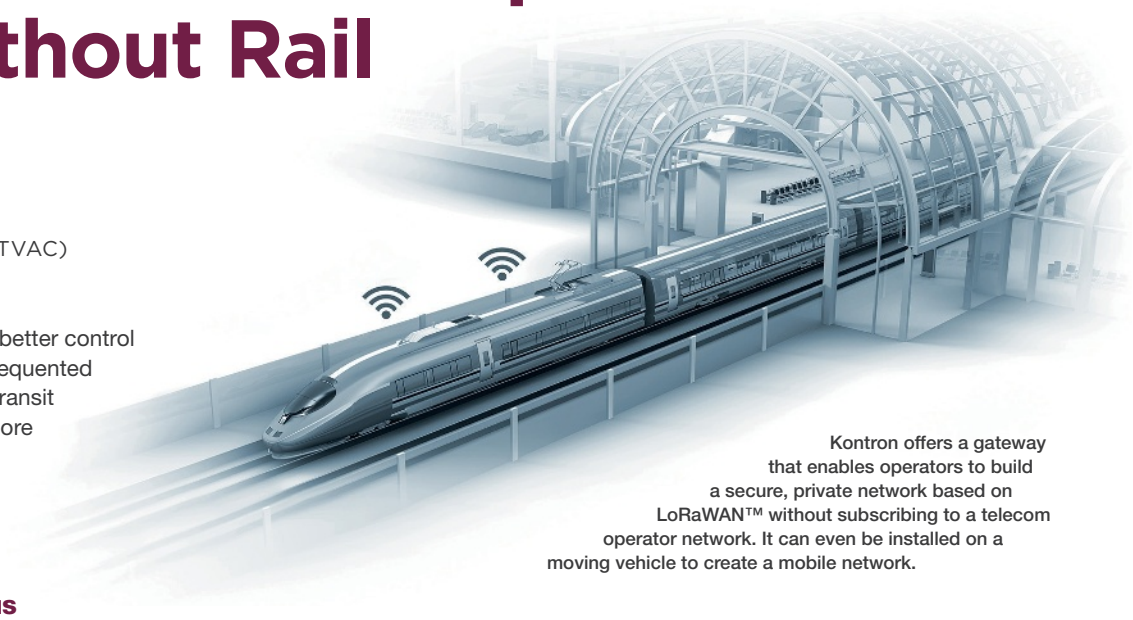
In the coming months, we will reach out to members of other APTA committees to ensure coordination across our areas of focus.

While the pace of CAV technology implementation is uncertain, its eventual deployment is inevitable. Therefore, we need to ensure that public transit is planning for the future. It's essential for APTA to be engaged in these conversations about the timing and implications of this new technology.

Ultimately, an industry-developed roadmap based on lesson-sharing with our federal partners, manufacturers, research centers and other modes will help define the current and desired implementation of CAV technology.

Modernizing All Forms of Transport Is Not Possible Without Rail

BY VALENTIN SCINTEIE
Director, Business Development-Transportation
Kontron
Chair, APTA Technologies for Automated and Connected Vehicles (TVAC) Subcommittee

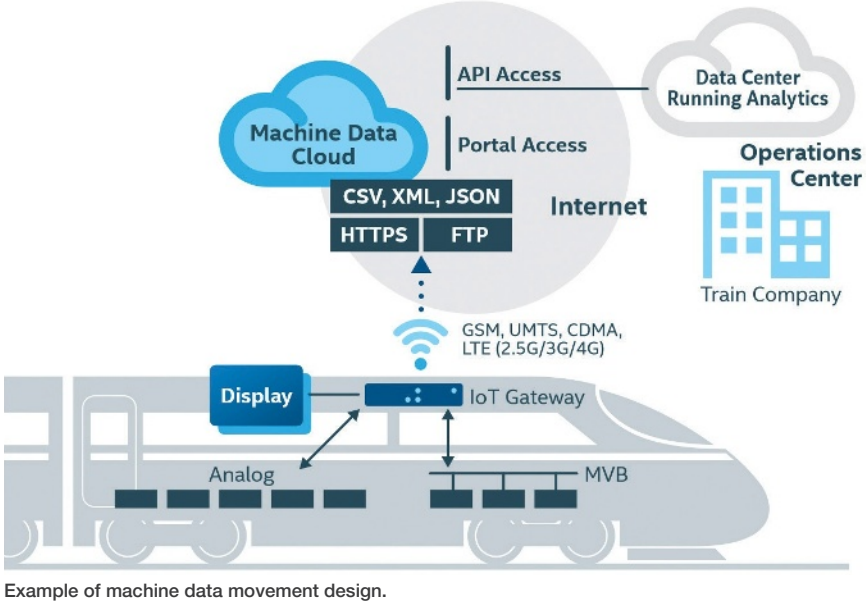

Kontron offers a gateway that enables operators to build a secure, private network based on LoRaWAN™ without subscribing to a telecom operator network. It can even be installed on a moving vehicle to create a mobile network.

THE TECHNOLOGIES USED IN transportation are advancing rapidly. A prime example is the use of mobile technologies for real-time data collection throughout a rider's journey. Information can be processed quickly, allowing for an almost instantaneous data exchange among rail vehicles, control centers and other communication units.

Public transportation companies also use mobile technology to optimize fleet management. Not only does this permit the best use of transit schedules and deployment of mobile assets according to demand, it also enables better control of traffic flows on heavily frequented routes. This makes public transit use in urban areas much more attractive to prospective riders, offering the ability to relieve other traffic routes.

Adapting Autonomous Technologies to Rail

The technologies that enable autonomous and driverless cars will also influence the future of rail transport.



Example of machine data movement design.

Thousands of engineering hours have already been devoted to modern transport ideas that offer the potential to improve our environment and contribute to a better quality of life in both cities and rural areas.

Rail operators and passengers can and will benefit from this wealth of technologies. However, implementation necessitates that developers structure all components to function in harmony.

The rail industry has shown that it is open to innovation in providing new services and implementing systems that improve operations. The industry has seen the passenger experience benefits of network-capable trains that offer Internet and have also realized more efficient operational processes as an additional advantage.

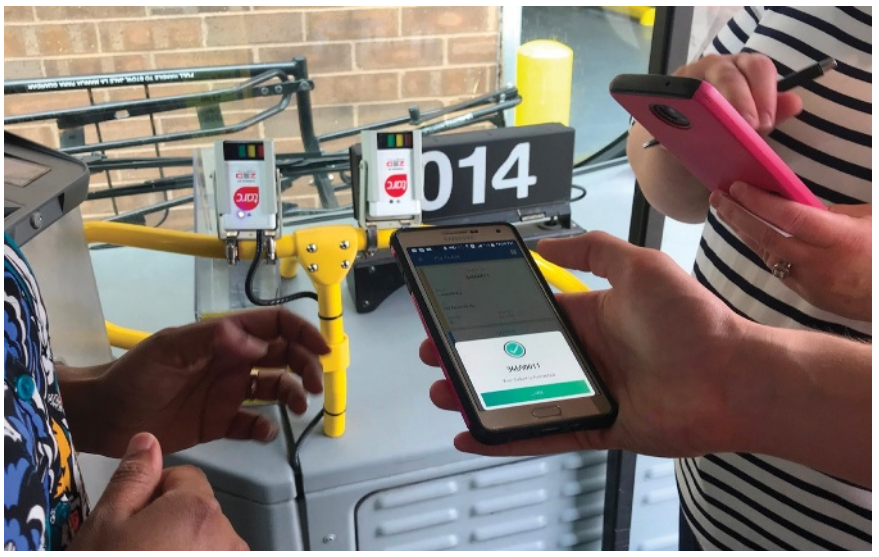
Introduction of Wi-Fi and a functioning Internet connection on trains was not an easy task. On the contrary, the technological and operational challenges were great, but partners have resolved the challenges to implementing these functions to the point where

AUTONOMOUS TECHNOLOGIES
CONTINUED ON PAGE 8

DURING APTATECH, SEPT. 15-18 IN COLUMBUS, OH, Kontron and Valentin Scinteie will host two roundtable sessions Tuesday, Sept. 17, that discuss autonomous projects, which will be organized by the APTA Research & Technology TVAC (Technologies for Vehicle Automation and Connectivity) Subcommittee. The first, covering AV projects (shuttles/bus/rail) in North America, meets from 2:30-3:45 p.m. and the second, 4-5:15 p.m., will discuss AV international projects (shuttles/bus/rail).

TARC Pioneers IoT Technology for Mobile Ticketing and Furthers MaaS Integration

BY FERDINAND L. RISCO JR.
Executive Director/CEO
Transit Authority of River City
Louisville, KY



A TARC customer uses the MaaS app to activate an IoT mobile ticket.

THE TRANSIT AUTHORITY of River City (TARC) in Louisville, KY, was excited to launch its Mobility as a Service (MaaS) app in May 2019 during the APTA Mobility Conference, which it hosted.

This dynamic multimodal trip planner allows customers to use a single app to plan journeys across multiple modes of travel such as Uber, Lyft, Bird Scooters, LouVelo Bikeshare and TARC. Two months after the launch, we took another bold step toward full MaaS integration: a mobile ticketing pilot using Internet of Things (IoT) technology.

When we decided to make MaaS a crucial component of our future, we committed to the full rollout—a four-level strategy. TARC moved from a point of No Integration (separate services), where it was at launch, to offering an Integration of Information (aggregated services under one app). With the ability to now book trips, purchase mobile tickets and collect fare all from within the same app, we are able to fully integrate our service to Level 2 (complete in-app booking and payment).

TARC faced skepticism about whether the public was ready for Bluetooth-Near Field Communication (NFC) mobile ticketing. Much of this concern stemmed from the thought that users of public transportation carried older phones that would not have the capability to "shake hands" with an IoT proximity sensor.

However, what kept us driving forward was the understanding that getting from A to Z should be easy. Customers shouldn't have to worry about multiple app downloads or keep track of multiple tickets, passes or cards. We realized that if we were going to take the next step and offer mobile payment, we should build for the technology coming down the road and not just rely on what was available today.

Illustration of a sensor used for the pilot.

While preparing for the pilot, we knew we wanted to use a busy route, acquire a target sample group of at least 400 customers, run the pilot for at least two weeks and test the equipment to ensure the app and the hardware worked well together. We alerted local media to the pilot, branding it as the next step forward for our region, and offered everyone who had the TARC MaaS app fare-free ticket downloads for select buses running along Route 4, one of our most-used routes.

With the help of ZED Digital, developer of ZIG, a pioneering IoT technology for mobile payments, Bluetooth-based fare validation equipment was installed. Sensors were placed near the entrance of the vehicles, connected seamlessly with user phones as they came onboard and audibly notified coach operators to the presence of a valid ticket.

We had all departments rotate staff along Route 4 during the two-week pilot (July 1-14) to assist customers, monitor developments and obtain feedback. Once the pilot was up and running, we encountered only one issue: after the sensor would pick up the mobile device and allow the customer to board, a time stamp limiting the ticket to a two-hour transfer time wasn't being issued to certain phones. This was easily fixed with an update on the back end.

We heard overwhelmingly positive comments and reactions from our customers throughout the run and the pilot ended up being a huge success! The number of users had more than doubled our target sample size to more than 800—equating to a 25 percent "buy-in" of current daily MaaS app users; 99.9 percent of all reviews were five stars and more than 1,500 tickets were activated. We took this as a strong indication of the willingness of our customers to try something new, and when all data had been gathered, fewer than 1 percent were using a phone model older than 2015. We believed the pilot put to rest the concern that the public was not willing or technologically prepared to take this step forward with us.

TARC is now looking to implement IoT mobile ticketing on all routes, system-wide, firmly placing us in Level 2 of MaaS integration. This prepares us to move ahead to Level 3 service—allowing us to bundle offerings from all our mobility partners into subscription packages and give customers the option to "pull from the shelf" what they need, when they need it.

Reliance on IoT technology is growing and will start influencing public transportation sooner than previously thought. Based on what we've seen, customers appreciate choices and innovative approaches to delivering service. The future of mobility lies in transportation providers working together to meet the expectations of the public. MaaS is still very new and our industry is working to figure out what these partnerships will look like, but when the end result is a better-connected customer, that's a goal we can all get behind.

LTK
LTK Engineering Services
www.ltk.com
LTK will surpass your expectations with our expertise in all aspects of fare collection. LTK proudly serves:
WMATA, NFTA, SEPTA, Edmonton Transit, TARC, RTA of Southeastern Michigan, Cleveland RTA, MTA Maryland, NAIPTA, SORTA, and LA Metro.

The Joint Workforce Investment program brings together VTA management and employee members of ATU Local 265 to provide education and career advancement opportunities.

Apprenticeship Program Captures the Attention Of ATU International

BY STACEY HENDLER ROSS
Executive Communications
Santa Clara Valley Transportation Authority
San Jose, CA

STRENGTHENING THE VOICES OF public transit workers at their agencies is a top priority for John Costa, international president of the Amalgamated Transit Union (ATU). When he learned that the Santa Clara Valley Transportation Authority (VTA) and ATU Local 265 had a successful formula for that concept, he took a 3,000-mile trip from Washington, DC, to San Jose to learn the secret to their success.

What Costa may not have expected to find was the strong relationship between management and labor created through the Joint Workforce Investment (JWI) program. "I'm glad to see the pride here in how you work together," Costa told a gathering of the VTA/ATU program participants.

The program is a labor/management partnership that provides mentors, apprenticeships, college credit and, in many cases, career advancement for incoming and current VTA operations employees, including bus and light rail operators, mechanics and light rail overhead line and track workers. The program—which has become a national model for improving conditions for public transit workers—was the brainchild of now-retired bus operator and ATU member Tom Fink.

"When I came to ATU with this proposal (15 years ago), I was riding on my reputation as a driver and a member of the ATU (Local 265) Executive Board," said Fink, who drove a VTA bus for 25 years. "I said we were in a predicament with what it takes to train and mentor operators on the street."

Fink described the kind of stress frontline transit workers, such as bus operators, experience navigating a multi-ton bus safely through traffic while dealing with riders who may be less than respectful or even outright abusive.

Such conditions can and do drive operators away from these jobs, and Fink wanted to find a way to keep that from happening. He knew the union couldn't do it alone and management hadn't been able to find the secret to success either. But coming together to tackle the issues made all the difference.

"The common ground," said Fink, "was that we were both concerned about serving the public."

ATU brought in a third-party facilitator, Deb Moy of California Transit Works!, a consortium focused on public transit workforce development, to draw the two sides together to create the program. Moy started "focus groups" among workers to see what issues needed to be addressed for them to maintain healthy, successful careers. She nurtured management to address those concerns and both sides agreed to commit to honest, open communication to improve the working environment.

What started out by pairing up new operators with more experienced "mentors" grew into a first-in-the-nation, fully fledged, state-certified apprenticeship program for multiple VTA transit professions. Mission College now offers up to 18 college credits to program participants and the California Labor Federation and the U.S. Department of Labor are sources of financial support.

This program works because of equal leadership on both sides, said Moy.

Lisa Vickery, now a transportation superintendent in charge of VTA's Chaboya Bus Yard, helped launch the program on the management side as a newly minted supervisor. "Being able to build trust and speak honestly, our compromise is that we can look at a problem from two completely different perspectives but come up with a solution," she said.

VTA General Manager and Chief Executive Officer Nuria Fernandez joined VTA after the program was already in full swing, but she pledged that her support of it will continue. "We are here because we're serving others," she told the gathering, "and that's one of the reasons our apprenticeship program is so important. Through this program, we can help each other be better."

Costa intends to help integrate the concept into the ATU International training program and encourage other ATU locals to bring it to their transit agencies. "We're going to encourage other locals to do the same because it's benefitted the workers' voice," said Costa. "We've seen the success here."

Sound Transit Breaks Ground on Lynnwood Link Extension

SOUND TRANSIT BROKE GROUND for its newest light rail project—the 8.5-mile Lynnwood Link Extension, which will extend service from Northgate to Lynnwood City Center—at ceremonies Sept. 3 in Lynnwood, WA.

Sound Transit Chief Executive Officer Peter Rogoff said the extension will be "a game changer for Snohomish County commuters" when it opens in 2024, citing the current highway congestion currently facing drivers. The project includes construction of four new stations.

Sound Transit CEO Peter Rogoff meets with the public before ground-breaking ceremonies for the Lynnwood Link Extension at the site of the future Lynnwood light rail station.

Officials who participated in the ground-breaking ceremonies included Sens. Patty Murray (D-WA) and Maria Cantwell (D-WA), Washington State Gov. Jay Inslee and U.S. Reps. Rick Larsen (D-WA) and Suzan DelBene (D-WA).

The $2.9 billion project budget includes up to $1.17 billion from a federal Full Funding Grant Agreement—the largest issued during the Trump administration, according to a statement from FTA Acting Administrator K. Jane Williams. In addition, U.S. DOT's Build America Bureau executed a $658 million low-interest loan supporting the Lynnwood light rail extension, one of four loans captured in a Master Credit Agreement reached between Sound Transit and DOT at the end of 2016.

AUTONOMOUS TECHNOLOGIES CONTINUED FROM PAGE 6

they are now a standard service for rail passengers.

This is where implementing IoT acts as a steppingstone on the road to autonomous rail. Connecting all systems and devices allows the rail industry to overcome technological hurdles and borders.

Instead of being hampered by existing proprietary solutions or having to use several disparate systems operating side by side, operators have a common IoT network architecture that can easily connect to the control center infrastructure or other areas of railway operations, giving them access to continuous communication capabilities and the efficiency and cost benefits derived from them.

> **The technologies that enable autonomous and driverless cars will also influence the future of rail transport.**

Optimizing Rail Processes

State-of-the-art technologies that facilitate smoother operations can be demonstrated by automatically generated data that streamlines maintenance procedures. Access to data from various connected systems also makes proactive processes possible. Gateways are the proven solution here: they connect to wireless sensors onboard the train to collect data and can even analyze it in real time.

The fact is that traffic structures are under scrutiny. The climate debate, urban traffic gridlock—but also the attractive connection to rural environments—confront traffic planners all over the world.

Leveraging technology advancements used for autonomous vehicles can help meet these challenges in solutions such as Mobility as a Service (MaaS). By optimizing journeys using the best-matched modes of transportation, rail can be a part of a diversified public transportation system along with possible new forms of transportation such as robo-taxis and automated shuttles.

We are in the midst of a new industrial revolution that will allow the development of numerous previously unknown solutions, such as autonomous vehicles for all modes of transport. Rail can be the centerpiece as developers embrace new technology approaches such as Deep Learning, Software Defined Trains, advanced IoT, Big Data or MaaS and much more.

The future of transportation continues to evolve with new designs in the early stages to meet smart cities' goals while extending modern transport concepts to urban areas. At the core of this evolution is technology that must advance along with the people envisioning it.

Help Spread the Message During Rail Safety Week: #STOPTrackTragedies

Sept. 22-28 in U.S.; Sept. 23-29 in Canada

OPERATION LIFESAVER INC. (OLI), the national rail safety education nonprofit, will join forces with Operation Lifesaver Canada to mark the observance of Rail Safety Week (RSW) during the last week of September. RSW raises awareness of the importance of rail safety and empowers the public to keep themselves safe near tracks and trains.

"Operation Lifesaver is pleased to be working with APTA again to spread the word about Rail Safety Week. Transit agencies are on the front lines when it comes to rail safety. They are crucial partners in raising awareness of safe behavior in the communities they serve," said Rachel Maleh, executive director of Operation Lifesaver Inc.

Each RSW day focuses on a different theme. A schedule of events is available at www.oli.org. Operation Lifesaver will also launch five new videos in the "Stop Track Tragedies" campaign, highlighting stories of real people whose lives have been forever changed by crossing and trespass incidents.

Operation Lifesaver encourages public transit agencies to use the #RailSafetyWeek and #STOPTrack Tragedies hashtags on their social media channels. Agencies planning events or interested in participating in one are asked to contact their Operation Lifesaver state coordinator—details at www.oli.org/state_coordinators.

Maleh urges public transit agencies to follow Operation Lifesaver on social media via Facebook @operation.lifesaver or Twitter @olinational and help customers stay safe by sharing rail safety messages. Agency employees also may sign up to become Operation Lifesaver Authorized Volunteers at www.oli.org.

In conjunction with RSW, APTA hosted a webinar Aug. 28 where presenters from OLI discussed ways in which public transit communicators can get involved in RSW activities—sharing information on key messages, resources and successful past local events. APTA also is planning to release a video highlighting the importance of rail safety. Follow the association's social media platforms for updates.

OLI's Rail Transit Safety Education Grants, funded through a cooperative agreement with FTA, raise awareness of safe behavior around all types of rail transit, including commuter rail, heavy rail, light rail and streetcars. Announced in July, grant recipients include:

- Charlotte Area Transit System, Charlotte, NC
- Hampton Roads Transit, Hampton, VA
- Metro Transit, Minneapolis, MN
- Southern California Regional Rail Authority, Los Angeles, CA
- Trinity Metro, Fort Worth, TX

Each of above was awarded $20,000.

Grant projects include a wide range of public education and safety campaigns. View the complete list at www.oli.org/about-us/passenger-rail-safety. APTA Director-Safety Brian Alberts was among the panelists who reviewed the applications.

While the number of crossing collisions, deaths and injuries has dropped over the past five decades, approximately every three hours in the U.S. a person or vehicle is hit by a train. #STOPTrackTragedies by increasing the awareness of rail safety all year round and bringing the message home during #RailSafetyWeek.

Partnering to Help the Bahamas After Hurricane Dorian

Photo by Denis Williams

Patrick Goddard, president of Virgin Trains USA (formerly Brightline), helped deliver relief donations Sept. 6 for parts of the Bahamas devastated by Hurricane Dorian to the Fort Lauderdale, FL, headquarters of a charter and scheduled service airline. All Virgin Trains USA stations are serving as drop-off locations for supplies such as water, food, medicine, generators and other emergency items. Each day the airline distributes items in impacted areas of Grand Bahama island and The Abacos.

CLASSIFIEDS

The Public Transit Marketplace—*Passenger Transport* Classified Ads are the marketplace for public transit. All classified ads appearing in the print version of *Passenger Transport* will also appear in the electronic version. All help wanted ads must appear in print in order to be listed on-line. **TO PLACE AN AD:** E-mail the requested date(s) of publication to: ptads@apta.com. Mailing address is: *Passenger Transport*, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. **DEADLINE:** 3 p.m., EST, Friday, one week prior to publication date. **INFORMATION:** Phone (202) 496-4877.

	APTA Member	APTA Non-Member
1 insertion*	$1.65 per word	$1.90 per word
Multiple insertions* (with no copy change)	$1.50 per word	$1.70 per word
Display classifieds / column inch rate	$80.00	$95.00
Minimum charge	$95.00	$95.00
Logo Placement (per issue)	$45.00	$45.00
Affidavits	$3.50	$3.50
Blind box fee	$25.00	$25.00
Minimum charge	$95.00	$95.00

To estimate the price of your ad, you may use Microsoft Word's "word count."
* Non-Commissionable

NOTICES

NOTICE TO DISADVANTAGED BUSINESS ENTERPRISES

TRANSIT CENTER CONSTRUCTION PROJECT – BLACKSBURG, VA

The **Town of Blacksburg** will be issuing a Request for Bid in Fall 2019 for construction of a major transit center that will serve as the central hub for Blacksburg Transit and regional bus routes on the campus of Virginia Tech. The Multi-Modal Transit Facility project covers 6 acres and includes 17 bus bays, a 13,000 s.f. building and various amenities. A DBE goal will be assigned to this project.

DBE certification is required in the Commonwealth of Virginia. Information about how to become certified is available at www.sbsd.virginia.gov, or by calling Ramain Gohar at the Virginia Department of Small Business and Supplier Diversity, 276.274.9740. For information about the project please contact Debbie Swetnam at dswetnam@blacksburg.gov or 540.443.1513.

BIDS/PROPOSALS

REQUEST FOR PROPOSALS (RFP)

PTD19-007 – FIXED ROUTE TRANSIT SERVICES, NORTH AND SOUTH TRANSIT FACILITIES

The **City of Phoenix** requests proposals from qualified firms interested in operating fixed route transit services, in accordance with the specifications and provisions of the RFP. The contract shall commence on or about July 1, 2020.

Interested persons may obtain the RFP and exhibits by downloading a copy from the City's internet site: https://solicitations.phoenix.gov/

Elizabeth Boynton
Contracts Specialist II*Lead
City of Phoenix Public Transit Department
302 North First Avenue, Suite 900
Phoenix, Arizona 85003-1598
(602) 534-8289 FAX (602) 495-2002
E-mail: Elizabeth.Boynton@phoenix.gov (preferred)

A pre-offer conference will be held on Wednesday, September 11, 2019 at 9:00am (local time) with a site visit immediately following. Interested offerors should convene at 302 N. First Avenue, 6th Floor Conference Room, Phoenix, AZ 85003.

Offers will be received at the Public Transit Department, 302 North First Avenue, Suite 900, Phoenix, Arizona 85003, **no later than 2:00 p.m. local time on Tuesday, October 29, 2019**. Late offers will not be considered.

REQUEST FOR PROPOSALS (RFP)

On behalf of **District Three Governmental Cooperative**, the **KFH Group** is soliciting proposals from qualified companies to **provide and implement software** that will allow for more efficient and effective **transit services**. The Request for Proposals is available at http://www.kfhgroup.com/proposals/. Proposals are to be received **no later than 5:00 p.m. on October 18, 2019**. Please note that all questions regarding this RFP should be directed to the KFH Group, and there should be no direct contact with District Three Governmental Cooperative.

HELP WANTED

MOBILITY MANAGER

VALLEY TRANSIT

The **City of Appleton** is accepting applications for the position of Mobility Manager. This position is responsible for the short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers. Valley Transit serves transit needs of 200,000 residents in the Fox Cities Area. The Mobility Manager is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service throughout the Fox Cities. A Bachelor's Degree in Transportation, Planning, Public Administration, Community Planning, Management or Business Administration or related field plus 3 to 5 years public transportation supervisory and administration experience preferred. Regular attendance required. The hiring range for this position is $47,486 - $58,448 with the ability to increase to $70,137, plus an excellent fringe benefit package. If you are interested in applying for this position, please complete an on-line application at www.appleton.org no later than September 22, 2019.

City of Appleton
Human Resources Department
100 N. Appleton Street
Appleton, WI 54911
Phone: 920-832-6458
Email: humanresources@appleton.org
Equal Opportunity Employer

CLASSIFIEDS

HELP WANTED

CHIEF FINANCIAL OFFICER

American Public Transportation Association (APTA) seeks a Chief Financial Officer (CFO) who serves as a key member of the senior leadership team and is responsible for the strategic leadership, the management of finances and the information technology functions of the association and its affiliate organizations. The CFO directs the effective and efficient operation of the Association's financial function to include oversight of the following: budget operations, annual financial audit, compliance with financial policies and procedures, direction of investments/assets, high-level reporting to the board of directors and executive committee, management of the finance and audit committees as well as maintenance of corporate insurance policies. This individual also manages the information technology function including the database, website and employee requests and works closely with the Vice President, Human Resources & Administration, to coordinate the administration of employee benefits and retirement plans as well as handling regulatory filings.

Requirements include: a minimum of 15 years of progressively responsible managerial experience in the accounting/finance field; bachelor's degree in accounting, finance or business administration from an accredited college/university (graduate degree and CPA preferred). Non-profit/association experience is a plus. Must have excellent analytical, presentation as well as oral and written communications skills. Strong attention to detail along with advanced knowledge/utilization of Excel and previous experience with accounting software such as Great Plains are also required. Must be able to travel to meetings and conferences as needed.

We offer a convenient Metro location, excellent benefits and competitive salary. Please email cover letter and resume to Vice President, Human Resources & Administration at hr@apta.com. EOE Principals Only

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
OAKLAND, CA

EXECUTIVE DIRECTOR

Salary: $253,371-$329,383
Application deadline: 09/27/2019

Alameda CTC includes the County of Alameda, the 14 incorporated cities within Alameda County, the Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District. The agency is responsible for the administration of transportation sales tax funds in Alameda County in accordance with the voter approved transportation expenditure plans. The agency is also responsible for implementing the congestion management program and the countywide transportation plan.

A wide range of experience and skillsets in transportation planning, programming, project delivery, and project controls are expected. A deep understanding of all aspects of transportation and mobility management, as well as transportation's intersection with air quality, environmental resiliency and sustainability, housing, and economic development, is required.

Apply on our website: https://executivesearch.cpshr.us/JobDetail?ID=550

For more information:
Andrew Nelson
Josh Jones
CPS HR Consulting
916-471-3329
Online brochure: www.cpshr.us/search
Alameda CTC website: www.alamedactc.org

EOE

DIRECTOR OF OPERATIONS

BEN FRANKLIN TRANSIT
RICHLAND, WASHINGTON

Salary: Up to $145,302

Located in southeastern Washington, Ben Franklin Transit (BFT) is a municipal corporation which provides public transportation services in a 616 square mile area in Benton and Franklin Counties. BFT administration offices are in Richland. BFT employs 318 full and part-time employees and provides fixed route service, paratransit (Dial-A-Ride) services to the Public Transit Benefit Area (PTBA), taxi feeder, Trans+Plus Night & Sunday Service, and Demand Response services, as well as connector services for outside of BFT's PTBA. Under the direction of the General Manager, the Director of Operations is responsible for administering all operational functions of bus transportation, operations control center, field supervision, and training. Bachelor's degree in business administration/management, transportation, industrial engineering, or related field, and 5 years of progressively responsible public transit operations, labor relations, management and supervisory level experience, or equivalent combination of education and experience. For a complete position profile and to apply online, visit Prothman at https://www.prothman.com/, click on "Open Recruitments" and then click the position title. To apply, click on "Apply Online". For questions, call 206-368-0050. Ben Franklin Transit is an Equal Opportunity Employer. First review of applications: October 13, 2019 (open until filled).

COMMUNITY TRANSIT – OPERATIONS SUPPORT MANAGER

SNOHOMISH COUNTY, WA

Reporting to the Director of Transportation, the Operations Support Manager is part of the Transportation Department's Leadership Team and provides strategic, policy, programmatic, and budget oversight of: Transportation Employee Staffing and Scheduling, Customer Comments, Leave Administration and New Transportation Projects.

This position is an internal-facing position that will support overall operations and management with key responsibilities that include implementing Department operational priorities; actively helping to create and sustain a healthy and productive work environment; guiding and supporting change management efforts; management of employee/labor relations issues; active oversight of all service changes; and driving quality improvement of internal processes and procedures.

Minimum Qualifications include seven years of operations experience; five years of supervisory experience in a unionized working environment; three years of project management experience in complex projects; three years of quality assurance and coordination with staff and contractors engaged in program development, procurement and implementation of equipment and systems; a bachelor's degree in transportation, public or business administration or a related field and Washington State Driver's License. An equivalent combination of education and experience sufficient to successfully perform the essential duties of the job may be considered.

Preferred Qualifications include transit/transportation operations experience; LEAN Six Sigma certification; and PMP certification.

On-line applications only at www.communitytransit.org.

Please attach a resume and cover letter. Hiring range: $102,266 TO $112,493.

Community Transit provides a tobacco-free and drug-free work environment. As a recipient of federal funds, Community Transit is an Equal Opportunity Employer and does not unlawfully discriminate on any basis prohibited by Federal, State or Local law. We value and encourage diversity in our workforce. EOE AA M/F/Vet/Disability. Qualified applicants will receive consideration for employment without regard to their race, color, religion, national origin, sex, protected veteran status or disability.

PORT OF OAKLAND, CA

EXECUTIVE DIRECTOR

The Port of Oakland includes the Oakland seaport, Oakland International Airport, and 20 miles of waterfront. The Oakland seaport is among the top ten busiest container ports in the U.S.; Oakland International Airport is the fifth largest airport in California offering over 375 daily passenger and cargo flights; and the Port's real estate includes commercial developments such as Jack London Square and hundreds of acres of public parks and conservation areas. The Port employs approximately 500 individuals and has annual revenues of approximately $381 million. Together, through Port operations and those of its tenants and users, the Port generates more than 84,000 jobs in the region. The Port of Oakland was established in 1927 and is an independent department of the City of Oakland.

The Executive Director is responsible for carrying out the policies and directives of the Board of Port Commissioners. The Executive Director serves at the pleasure of the 7-member Board of Port Commissioners, who are nominated by the Mayor and confirmed by the City Council, but who have independent authority with respect to all Port matters. The Executive Director provides oversight and maintains strategic direction of the organization through the management and leadership of senior Port executives and enhances the Port's financial and commercial assets through strategic planning and prudent development.

This position requires a bachelor's degree (master's preferred) plus ten years of professional work experience as a senior executive leading complex organizations and managing a unique multidisciplinary team of high level professionals. Requires skills in financial management and planning as well as knowledge of public sector budgeting and administration. Experience working with labor groups and as well as a civil service system is a plus. Candidates with a combination of public and private sector experience are encouraged to apply.

Salary: DOQ.

Please apply **on-line by October 4, 2019** at www.allianceRC.com. For questions, contact Sherrill Uyeda at suyeda@alliancerc.com or Cindy Krebs at ckrebs@alliancerc.com or (562) 901-0769. EEO/ADA.

SENIOR CAPITAL PLANNING SPECIALIST (GRANTS ADMINISTRATION)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Under general direction, provides professional grants administration, and financial and analytical support to develop capital funding plans. Some duties in this classification involve assessing legislation and maintaining on-going relationships between the District and external funding agencies and transit associations to advocate for funding and legislation that facilitates the improvement of transit services provided by the District.

To apply, visit: https://apptrkr.com/1595423

Equal Opportunity Employer

VIA

DIRECTOR OF CAPITAL PROGRAMS

VIA Metropolitan Transit is hiring a Director of Capital Programs for management and oversight of and execution of major VIA capital projects. Assists the Senior Vice President Development with programmatic management and financial management. Applies independent, professional expertise, judgment, and leadership in the development of a broad range of projects that begin with financial and needs based feasibility and end with a finished operational facility. Works concurrently with other agencies and staff to develop long-term and short-term budgets and schedules for implementation of regionally significant transportation/transit projects. Must have a Bachelor of Science Degree in Civil Engineering, Planning or Public Administration/Finance, or an appropriate technical related field. Requires at least 7 years of related experience, preferably in design and construction of major capital programs. This experience must include 5 years of project management experience. Registration as a professional engineer in the state of Texas is preferred and/or a Masters degree in a related field. An equivalent combination of education and experience may be considered.

For a full job description and to apply please visit our website at www.viainfo.net.

Equal Opportunity Employer
VIA values diversity and inclusion.

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

JOB DESCRIPTION #2019-22

CLOSING DATE: OPEN UNTIL FILLED
Job Title: Network Systems Specialist
FLSA Status: Non-Exempt
Work Location: 602 N. Staples, various locations
Department: MIS
Reports To: Director of Information Technology
Pay Grade: 21; Salary: $21.18 - $34.52 (Min. – Max.)

General Summary: Under the direct supervision of the Director of Information Technology, is responsible for the daily administration and maintenance of the Regional Transportation Authority's IT Network environment and Telecommunication system; performs a variety of maintenance, evaluation, installation, and training tasks to enable users to maximize productivity.

Experience and Training Requirements:

This position requires any equivalent combination of the following training, education and experience that provides the individual with the required knowledge, skills, and abilities to perform the job.

- Education: Bachelor's degree in computer science, management information systems, or a related field and/or recognized IT Industry certifications (Cisco, Microsoft, CompTIA).
- Experience: Minimum of three (3) years directly related experience.
- License or certificate: Possession of an appropriate, valid TX Driver's License on the date of application as required for position to operate RTA vehicles.
- Other Requirements: Must be at least 21 years of age. Any job offer and continued employment is contingent upon completing and passing a pre-employment physical, drug and alcohol screen and background investigation.

For a full job description and how to apply, visit: https://www.ccrta.org/news-opportunities/jobs/

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

JOB POSTING #2019-26

CLOSING DATE: OPEN UNTIL FILLED
Job Title: Civil Engineer
FLSA Status: Exempt
Work Location: 602 N. Staples & as assigned
Department: Capital Projects
Report To: Managing Director of Customer Services
Pay Grade: 37; Salary: $95,929.60-$156,353.60
(Min. – Max. Annually)

General Summary: Under general supervision of the Managing Director of Customer Services, completes construction projects by preparing engineering design and documents; confirming specifications.

Experience and Training Requirements:

This position requires any equivalent combination of the following training, education and experience that provides the individual with the required knowledge, skills, and abilities to perform the job.

- Education: Bachelor's degree in Civil Engineering or related field.
- Experience: Minimum four (4) years related experience.
- License or certificate: Professional Engineer License required. Must possess a valid Texas Driver's License.
- Other Requirements: Must be at least 21 years of age. Any job offer and continued employment is contingent upon completing and passing a pre-employment physical, drug and alcohol screen and background investigation.

Working Conditions and Physical Requirements:

Works primarily in a typical, climate controlled office environment. The noise level in the work environment is usually moderate. While performing the duties of the job, the employee occasionally works in outside weather conditions. Standard physical activity includes, but is not limited to, sitting, standing, and walking activities. Overtime and extended work hours are required. The noise level in the work environment is moderate to high. Essential & marginal functions require the ability to bend, kneel, squat, and twist safely. Work requires the ability to periodically lift up to 30 lbs.

For a full job description and how to apply, visit: https://www.ccrta.org/news-opportunities/jobs/

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

JOB POSTING #2019-23

CLOSING DATE: OPEN UNTIL FILLED
Job Title: Managing Director of Operations
FLSA Status: Exempt
Work Location: 602 N. Staples St. & as assigned, location varies
Division: Operations
Reports To: CEO
Pay Grade: 42; Salary: $122,387.20-$199,472.00
(Min-Max Annually)

General Summary: Under general direction of the CEO, exercises independent action in directing the delivery of services within the RTA service area. Provides direction and oversight to the Transportation, Maintenance, Materials Management, Service Development, and services including MV Transportation and other third party provider contracts.

Experience and Training Requirements:

This position requires any equivalent combination of the following training, education and experience that provides the individual with the required knowledge, skills, and abilities to perform the job.

- Education: Bachelor's degree in Business; Public Administration; or a related field. Master's degree preferred.
- Experience: Minimum of eight (8) years related experience, preferably in Public Transportation including five (5) years supervisory experience at a managerial or executive level.
- License or certificate: Possession of an appropriate, valid TX Driver's License on the date of application as required for position to operate RTA vehicles.
- Other Requirements: Any job offer and continued employment is contingent upon completing and passing a pre-employment job agility evaluation, drug and alcohol screen and background investigation.

Working Conditions and Physical Requirements:

Works primarily in a typical, climate controlled office environment. Average amount of overtime and extended work hours are required. The noise level in the work environment is usually moderate. While performing the duties of the job, the employee occasionally works in outside weather conditions. Standard physical activity includes, but is not limited to, sitting, standing, and walking activities. Essential and marginal functions require maintaining physical conditions necessary to carry/lift/push or pull loads up to 10 lbs.

For a full job description and how to apply, visit: https://www.ccrta.org/news-opportunities/jobs/

HELP WANTED

TRANSIT ASSET MANAGEMENT ANALYST

San Mateo County Transit District seeks a Transit Asset Management Analyst. This position will be responsible for implementing and administrating the Transit Asset Management Program for the San Mateo County Transit District (SamTrans). For the complete job description, and to apply online please visit our website at http://www.smctd.com/jobs.html.

MARKETING ASSOCIATE

DALLAS AREA RAPID TRANSIT

Dallas Area Rapid Transit (DART) is seeking a Marketing Associate to develop and implement business building marketing programs for customers and manage projects and assigned initiatives as assigned to them. For more information and the full job description, please visit our website at https://www.dart.org/hr/humanresources.asp?zeon=all.

DART is an Equal Opportunity Employer.

GROWTH OPPORTUNITY FOR A CHIEF ADMINISTRATIVE OFFICER

"Be a key strategic leader on the largest most ambitious transit expansion in the country"

Company Information:

- **Sound Transit**, founded in 1993, operates three transit services across the Seattle metropolitan area: The Link light rail system in Seattle and Tacoma; the Sounder commuter rail system from Everett to Lakewood, via Seattle, and the Sound Transit Express bus system.
- These three systems carried more than 47 million passengers in one year, including an average of 156,000 riders on weekdays.
- Growth mode - funded $54 Billion for the 25-year expansion - opportunity to influence the change and transformation of an entire organization.
- Guide a robust growing organization with innovative culture, leading and motivating, and mentoring staff through Innovative Change Management. With a strong mission and recently adopted strategic plan, the agency is primed to achieve its critical goals.
- Shape the future of this performance-driven and diversifying organization. In the last 20 years, Sound Transit has expanded from 20 to 1000 employees.
- Work with a nimble public agency!

Benefits and Features:

- Competitive, robust compensation package.
- Commitment to employee's well-being: The American Heart Association has recognized Sound Transit's Wellness Program for six years in a row.
- 20 Days of paid vacation per year, 12 days of sick leave per year, 10 holidays, 3 days bereavement leave.

Your Role with the Company:

Sound Transit has an amazing opportunity for the Chief Administrative Officer (CAO) role which reports directly to the Chief Executive Officer (CEO). The CAO will serve as an executive leader and key strategic partner to the CEO, while overseeing internal business operations. The CAO is an innovative, visionary leader who lives Sound Transit's core values and transformative mindset to achieve performance. This individual will bring together and streamline the agency's administrative and shared services in a way that enhances Sound Transit's internal customer experiences and strategically-enables mission delivery at an exceptional level. The CAO will use their expertise and experience for leading teams to cultivate a diverse, inclusive, and high-performing workforce, and to transform, unify, and simplify core business practices and processes agency-wide.

Community Information:

- Seattle is in the Top 10 best places to live in 2019 (U.S. News)
- Climate is temperate all year long, with relatively dry summers and wet winters
- One of the most diverse and inclusive cities in the country

Background Profile:

- Executive level experience in a large organization
- Skilled at developing and implementing business processes in complex organizations
- Experience implementing diversity and inclusion to an organization
- Experience with management of multiple departments and functional areas of shared services
- Experience in both private and public sector is a huge plus

For more information, please contact:
Jennifer Powers
J Powers Recruiting, Inc.
Office: 916.304.6661
Email: jennifer@jpowersinc.com

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA) –

DIRECTOR OF SUPPLY CHAIN MANAGEMENT

Based at SEPTA headquarters in Philadelphia, PA, the Director of Supply Chain Management is a key role in which you will head up SEPTA's Supply Chain Management operation. Bachelor's degree in Business Administration, Industrial Management, Finance or related field required. Master's degree preferred. Must have at least 10 years of progressive responsibility in Warehousing, Receiving, Inventory Control, Material Management and Purchasing, with (5) five years of most recent experience in supervising Inventory or Warehouse Management personnel.

For more information and to apply, visit SEPTA's website at www.septa.org/careers

SACRAMENTO REGIONAL TRANSIT DISTRICT

MAINTENANCE SUPERINTENDENT-WAYSIDE

$101,124 - $141,600 annually
(Plus Excellent Benefits)

The purpose of this position is to oversee light rail wayside activities by supervising tasks in many of the following areas: signal maintenance (grade crossing protection), track maintenance (switch maintenance), traction power maintenance (including substations and electrical distribution system), supervisory/administrative, project development, oversight and management, department administration, information tracking and reporting, field safety and accident investigation, and mediating highly conflicting, unexpected, and unusual problems involving multiple groups.

For complete information on position and application filing instructions, contact RT at 2810 O Street, Sacramento, CA 95816; www.sacrt.com or (916) 556-0298. RT will make reasonable efforts to accommodate applicants with disabilities. RT is an Equal Opportunity Employer. EOE – Minorities/Women/Disabled/Veterans

GROUP MANAGER, NEW TRANSBAY RAIL CROSSING

JOB# 8347

Open: August 23, 2019
Close: September 20, 2019
Marketing Statement

Ride BART to a satisfying career that lets you both: 1) make a difference to Bay Area residents, and 2) enjoy excellent pay, benefits and employment stability. BART is looking for people who like to be challenged, work in a fast-paced environment, and have a passion for connecting over 400,000 daily riders to work, school and other places they need to go. BART offers a competitive salary, comprehensive health benefits, paid time off, and the CalPERS retirement program.

Department

Planning, Development and Construction

Pay and Benefits

BART offers comprehensive compensation and benefits programs. Benefits include CalPERS pension; excellent medical (effective January 1, 2019 current employee cost $147.14 monthly for most plans), vision, and dental coverage; supplemental insurances; paid holidays and vacation; as well as two investment programs, one of which is entirely funded by BART. BART does not participate in Social Security. Complimentary BART passes for employee and qualifying dependents.

Pay Rate: $147,736 - $223,819 / Annual Rate (Non-Rep Payband 12)

Note: Initial salary offer will be between $183,123 - $212,809 (depending on experience)

Posted Date: August 23, 2019
Closing Date: September 20, 2019
Reports To: V. Menotti, Chief Transit System Development Officer
Days Off: Saturday and Sunday

Who May Apply

All current BART employees and qualified individuals who are not yet BART employees.

Current Assignment

• Manage all aspects of very complex megaproject in the planning, environmental and development stages. • Develop a preferred New Transbay Rail Crossing project best able to serve the public, garner support, and be successfully implemented. • Oversee engagement with 21 counties, 100+ cities, 20+ transit agencies, 20+ potential funding partners, and various advocacy groups. • Identify and manage risks related advancement of mega-regional rail investment in a dynamic transportation landscape. • Integrate land use, travel markets, resiliency and equity into the decision-making process. • Develop funding plan for multi-billion dollar megaproject. • Partner with standard gauge rail partners, currently represented by Capitol Corridor, with list to expand in the future. • Coordinate megaproject relations with BART Board of Directors and support management of project with Capitol Corridor Board of Directors. • Manage staff, and oversee consultant contract(s) – currently $50 million Strategic Advising and Program Management Services contract with HNTB, with list of contracts to expand in the future. • Manage process of internal consensus building for megaproject. The ideal candidate will meet the following requirements: • Background in Planning, Business Management, or related field. • 6+ years of experience managing the planning, environmental and development stages of projects that cost at least $1.0 billion, with more experience preferable. • 6+ years of experience with managing a significant project representing the public sector.

**This is a capital position and is subject to time and funding limitations.

Essential Job Functions

• Plan, organize, direct and control assigned program/project from planning through concept design. • Assigns and participates in completion of work products for presentation to the Board of Directors, policymakers and other elected officials; reviews and approves work products. • Selects, trains, motivates and evaluates assigned personnel; provides or coordinates staff training; works with employees to correct deficiencies; implements discipline and termination procedures. • Establishes, within District policy, appropriate service and staffing levels; monitors and evaluates the efficiency and effectiveness of service delivery methods and procedures; allocates resources accordingly. • Assumes full management responsibility for all planning services and activities including planning BART extension and commuter rail operations; recommends and administers policies and procedures. • Analyze/solve complex problems/issues to ensure compliance with regulatory and performance standards and specifications. • Develop and monitor cost and quantity estimates for necessary labor, materials and equipment • Prepare and monitor project budgets, including support for obtaining funding; • Integration of multiple disciplines (i.e. architectural, structural, civil, mechanical, electrical, systems, operations, safety, external affairs, office of civil rights) necessary to successfully advance project/program. • Effectively communicate with private sector development partners, local jurisdictions, advocacy groups, policymakers, media and the general public. • Monitors developments and legislation related to assigned areas of responsibility; evaluates impact upon District operations; recommends and implements policy and procedural improvements. • Directs the development of environmental assessments (EIR's/EIS's); ensures all recommended actions comply with mandated requirements. • Oversees and participates in the development and administration of the departmental budget; secures adequate financial resources; approves the forecast of funds needed for staffing, equipment, materials and supplies; approves expenditures and implements budgetary adjustments as appropriate and necessary. • Provides staff assistance to the Chief Planning & Development Officer, or Assistant General Manager; participates on a variety of boards, commissions and committees; prepares and presents staff reports and other necessary correspondence. • Monitor local, regional, state and federal funding programs, and understand the requirements and evaluation criteria to successfully obtain funding from these sources.

Minimum Qualifications

Education: A Bachelor's degree in transportation planning, public administration, business administration or a closely related field from an accredited college or university.

Experience: Six (6) years of (full-time equivalent) verifiable transportation and strategic planning experience which must have included at least three (3) years of management and administrative responsibility.

Substitution: Additional professional experience as outlined above may be substituted for the education on a year-for-year basis. A college degree is preferred.

Knowledge of: Operations and activities of a comprehensive transportation planning program. Principles and practices of transportation planning. Principles and practices of policy development and administration. Policies, procedures, rules and regulations governing transportation planning. Principles and practices of budget preparation and administration. Principles of supervision, training and performance evaluation. Related Federal, State and local laws, codes and regulations. District policies, procedures, and practices.

Skill in: Managing a comprehensive transportation planning program. Developing and administering departmental goals, objectives and procedures. Analyzing complex planning and environmental impact issues. Analyzing and assessing policies and operational needs. Identifying and responding to sensitive community and organizational issues, concerns and needs. Planning, organizing, directing and coordinating the work of lower level staff. Delegating authority and responsibility. Selecting, supervising, training and evaluating staff. Researching, analyzing and evaluating new service delivery methods and techniques. Preparing clear and concise administrative and financial reports. Preparing and administering large and complex budgets. Interpreting and applying applicable Federal, State and local policies, laws and regulations. Communicating clearly and concisely, both orally and in writing. Establishing and maintaining effective working relationships with those contacted in the course of work.

Selection Process

Applications will be screened to assure that minimum qualifications are met. Those applicants who meet minimum qualifications will then be referred to the hiring department for the completion of further selection processes. The selection process for this position may include a skills/performance demonstration, a written examination, and a panel and/or individual interview. The successful candidate must have an employment history demonstrating reliability and dependability; provide copies of certificates, diplomas or other documents as required by law, including those establishing his/her right to work in the U. S.; pass a pre-employment medical examination which may include a drug and alcohol screen, and which is specific to the essential job functions and requirements. Pre-employment processing will also include a background check. (Does not apply to current full-time District employees unless specific job requires additional evaluations).

Application Process

External applicants may only apply online, at www.bart.gov/jobs. Applicants needing assistance with the online application process may receive additional information by calling (510) 464-6112. Current employees are strongly encouraged to apply online, either at www.bart.gov/jobs, or on WebBART. Current employees may also apply using a BART paper application by delivering the completed form to the Human Resources Department, or by mailing it to P. O. Box 12688, Oakland, CA 94604-2688. All applicants are asked to complete the application in full, indicating dates of employment, all positions held, hours worked, and a full description of duties. On line applicants are invited to electronically attach a resume to the application form to provide supplemental information but should not consider the resume a substitute for the application form itself. Applications must be complete by the closing date and time listed on the job announcement.

Equal Employment Opportunity

The San Francisco Bay Area Rapid Transit District is an equal opportunity employer. Applicants shall not be discriminated against because of race, color, sex, sexual orientation, gender identity, gender expression, age (40 and above), religion, national origin (including language use restrictions), disability (mental and physical, including HIV and AIDS), ancestry, marital status, military status, veteran status, medical condition (cancer/genetic characteristics and information), or any protected category prohibited by local, state or federal laws. The BART Human Resources Department will make reasonable efforts in the examination process to accommodate persons with disabilities or for religious reasons. Please advise the Human Resources Department of any special needs in advance of the examination by emailing at least 5 days before your examination date at employment@bart.gov. Qualified veterans may be eligible to obtain additional veteran's credit in the selection process for this recruitment (effective Jan. 1, 2013). To obtain the credit, veterans must attach to the application a DD214 discharge document or proof of disability and complete/submit the Veteran's Preference Application no later than the closing date of the posting. For more information about this credit please go to the Veteran's Preference Policy and Application link at www.bart.gov/jobs.

Other Information

Please be prepared to present documentation in support of any required licenses, degrees, or certifications upon request.

Note that a job announcement may be canceled at any time.

Note

When you have successfully applied for this position you will receive an auto reply e-mail acknowledging that your application was received for this position. Please retain a copy of the e-mail for your records. If you receive an auto reply that does not specifically reference this position, please email Employment Help at employment@bart.gov for assistance. To verify submission of your application, click on the 'My Career Tools' link at the top of the 'Careers Home Page' after submitting your application to view the list of applications you have submitted (including application date and status). If you have further questions, please email Employment Help at employment@bart.gov, between the hours of 8:15 am - 5:00 pm, Monday - Friday.

APTA's 2019

TRANSform CONFERENCE

A *reimagined* APTA Annual Meeting

October 13-16
New York, NY

Join APTA in New York City for more than 35 educational sessions, six workshops, an extended products & services showcase, 11 technical tours, and more, providing the ideas, insights, and connections to help you manage the changing mobility environment and the future of public transportation.

More than 1,500 public transit professionals have already signed up to attend. **Don't miss out, online registration ends October 4.**

Learn More at **APTA.com/TRANSform**